

BookletChart™



Columbia River – Crims Island to Saint Helens

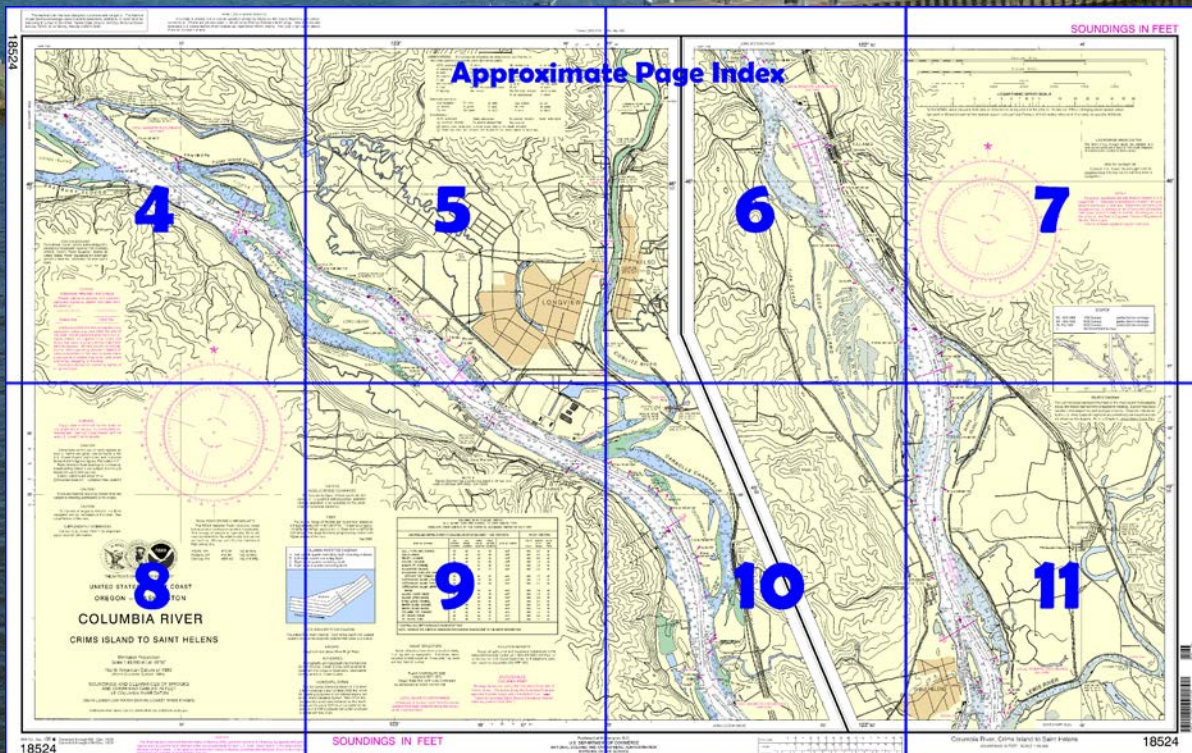
NOAA Chart 18524

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18524>.



(Selected Excerpts from Coast Pilot)

Between Crims Island and Saint Helens, Mile 75 (86), the main channel starts its SE swing, passing S of **Fisher Island** and **Hump Island**, and N of **Walker Island** and **Lord Island**; thence, under the Longview fixed bridge, thence W of **Cottonwood Island**, E of **Sandy Island**, and W of **Martin Island** and **Burke Island**. Numerous jetties along this stretch are usually marked by lights or daybeacons.

Currents.—In this section, the average

velocity on the ebb is 2.0 knots. Flood currents can be experienced at low river levels after spring freshet and until the fall rainy season.

Coal Creek Slough, at Mile 48.9 (56.3) on the Washington side, empties into the river at **Stella**. The slough is used for moorage of small craft. It was also used for log storage, and piling and related structures present hazards close to shore. Power cables over the deeper part of the slough have a least clearance of 65 feet.

Fisher Island Slough, N of Fisher Island, is used as the Longview Yacht Basin, by small fishing vessels, and as log-storage grounds. A depth of 7 feet may be carried through the channel. Remnants of log storage grounds may still be found throughout the transit.

The channel between Walker Island and the Oregon shore is used for log-raft storage. The power cables S of Lord Island have a least clearance of 115 feet.

The **Lewis and Clark Bridge**, at Mile 57.3 (66.0) between Longview and Rainier, has a fixed span with a clearance of 187 feet. The bridge piers are marked by buoys.

Vessel Arrival Reports.—The Washington State Department of Ecology requires that all tank vessels, and certain cargo and passenger vessels, submit an Advanced Notice of Entry (ANE) Report at least 24 hours prior to entering Washington waters.

A Safety Report must be submitted with an Advance Notice of Entry, or, if the condition occurs after submittal of an ANE the Department must be notified immediately by phone or facsimile of the condition. To inquire or submit vessel information, vessel owners or operators may contact the Washington State Department of Ecology by calling 24 hours, 503-790-4868 (Columbia River and Grays Harbor) or 360-956-8378 (Strait of Juan de Fuca and Puget Sound). Facsimile Safety Reports should be sent to 1-800-664-9184 or 360-407-7288.

Cargo, passenger, fishing and tank vessels are subject to boarding by Washington State Department of Ecology inspectors when in port. Tank vessels are required to have a Tank Vessel Oil Spill Prevention Plan on file with Ecology or must obtain a waiver prior to entering Washington State waters. Washington State also has safe bunkering procedures that must be followed during fuel transfers. For more information contact Ecology by calling 24 hours, 503-790-4868 (Columbia River and Grays Harbor) or 360-956-8378 (Strait of Juan de Fuca and Puget Sound). **To report oil spills call 1-800-258-5990.**

Caution.—The volcanic eruptions of Mount Saint Helens in mid-1980 caused extensive flooding with resulting heavy siltation in the lower Columbia River. Large amounts of mud, logs, and other debris entered Columbia River from Cowlitz River, just E of Longview at Mile 59 (68). In late 1980, dredging was done in the aforementioned area, however, mariners are advised to use caution in the Columbia River and its tributaries. Self-propelled hopper dredges, dredge barges and pipeline dredges may be encountered throughout the transit from sea to Bonneville Dam. Mariners should contact these vessels on VHF-FM channel 13 to make passing arrangements, and navigate with due caution through these areas.

Anchorage.—Deep-draft vessels may anchor NW of Lewis and Clark Bridge between the main ship channel and the smaller channel N of the main ship channel. (See **110.1** and **110.228**, chapter 2, for limits and regulations.) A secondary anchorage, SE of the bridge and just S of the main ship channel, may also be used. Depths in these anchorages range from 30 to 38 feet. Care should be exercised not to obstruct the dredged channels.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

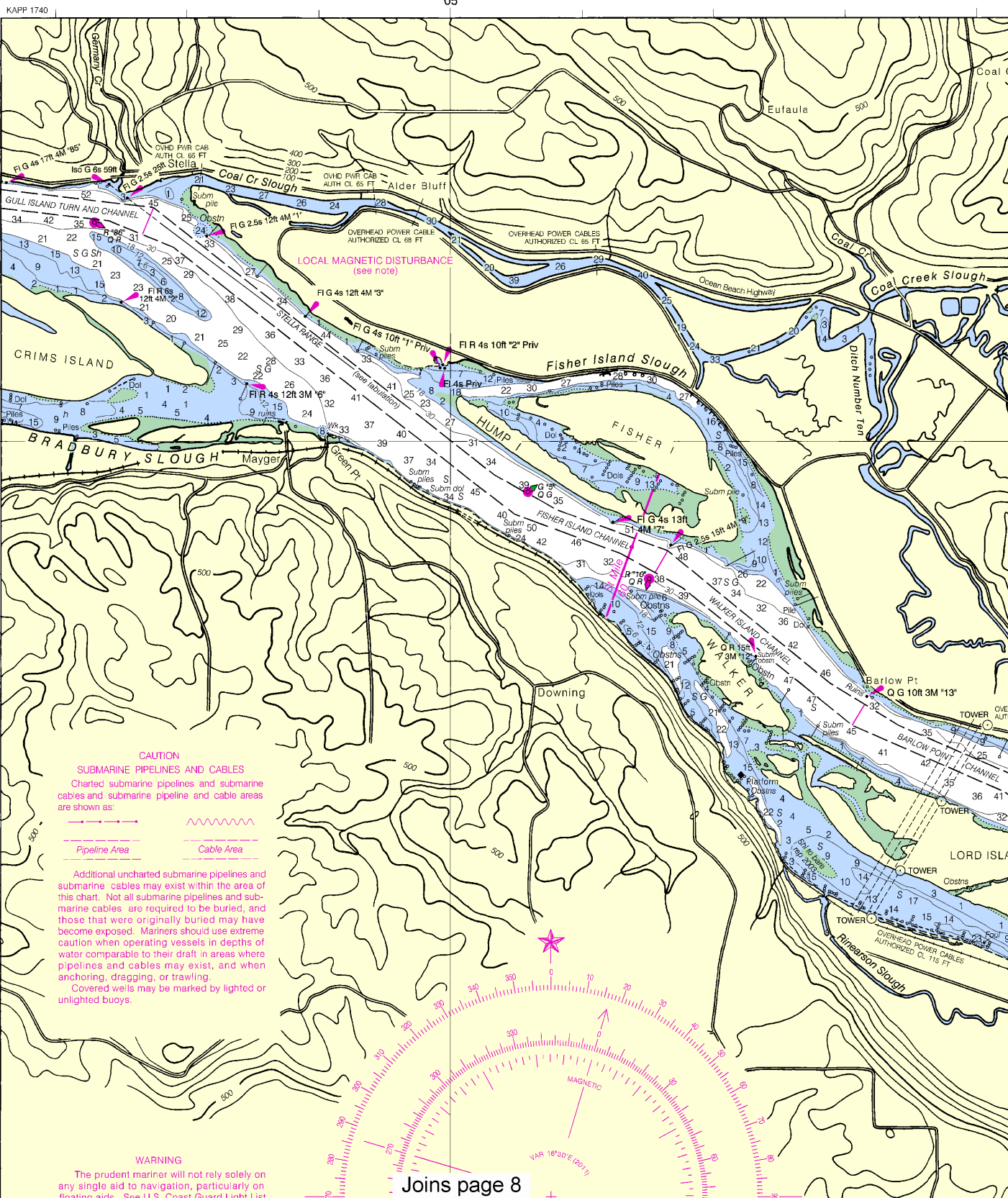
18524

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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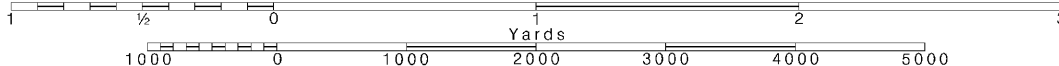


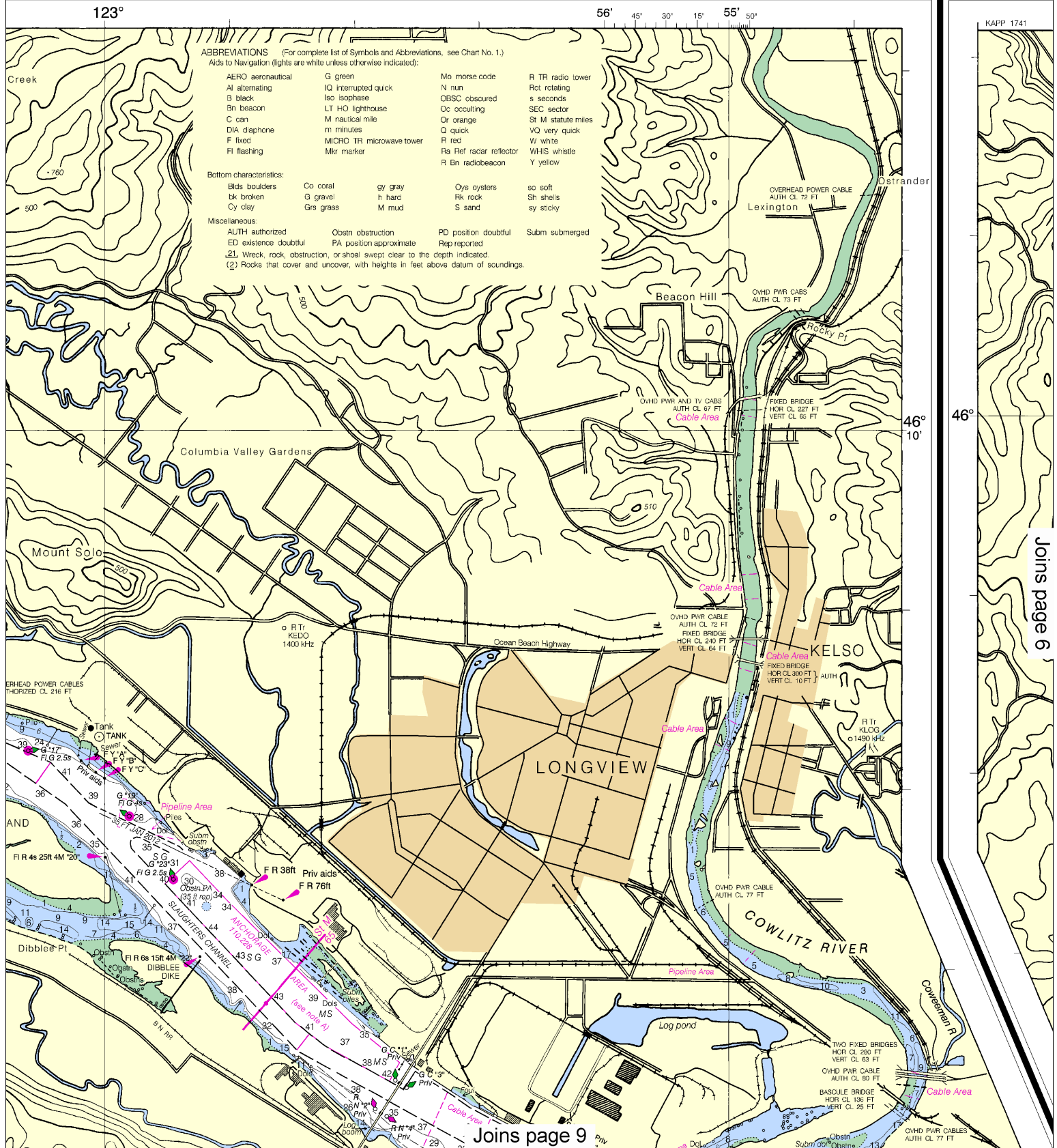
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

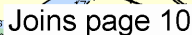
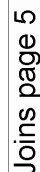
SCALE 1:40,000
Nautical Miles

See Note on page 5.

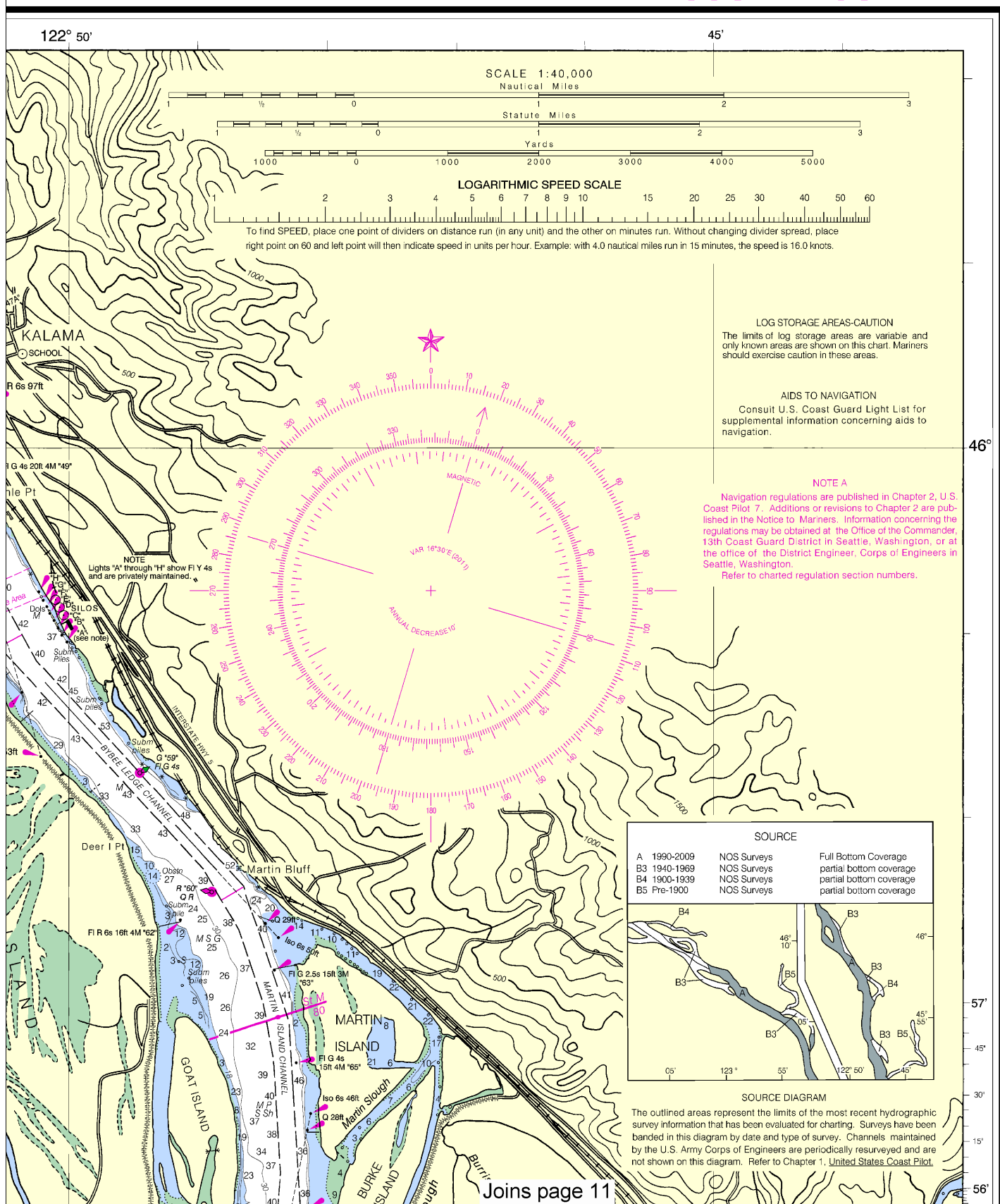




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5112 12/18/2012,
 NGA Weekly Notice to Mariners: 0213 1/12/2013,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

Joins page 4

06'
45'
30'
15'
05'
50'

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◊ (Approximate location)

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – WEST COAST

OREGON – WASHINGTON

COLUMBIA RIVER

CRIMS ISLAND TO SAINT HELENS

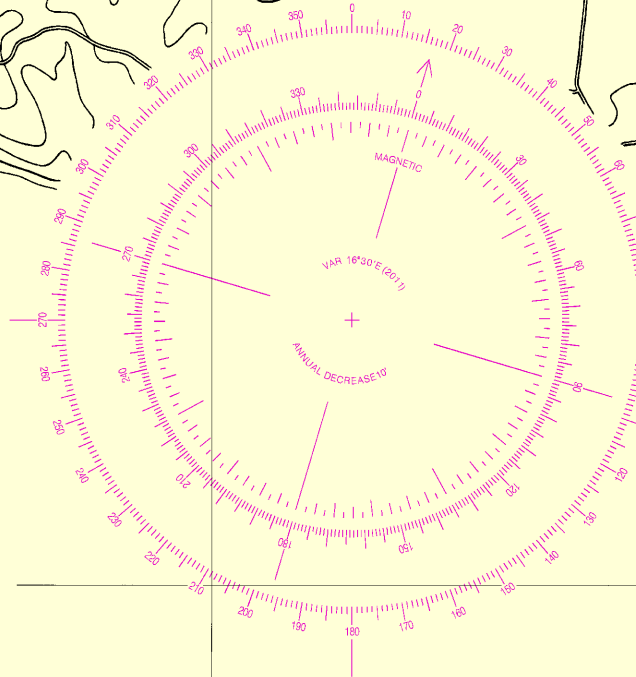
Mercator Projection
Scale 1:40,000 at Lat. 46°02'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS AND CLEARANCES OF BRIDGES
AND OVERHEAD CABLES IN FEET
AT COLUMBIA RIVER DATUM

(MEAN LOWER LOW WATER DURING LOWEST RIVER STAGES)

Additional information can be obtained at nauticalcharts.noaa.gov.

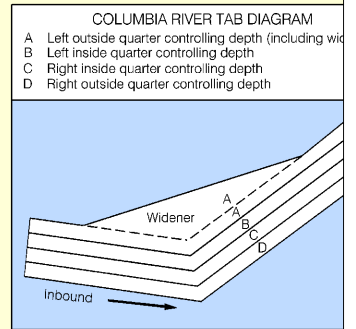


NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Astoria, OR	KEC-91	162.400 MHz
Portland, OR	KIG-98	162.550 MHz
Olympia, WA	WXM-62	162.475 MHz

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

TIDES
The diurnal range of the tide during low river stage is 4.9 feet at Stella (46°11'N/123°07'W), 4.0 feet at Long (46°06'N/122°57'W), and 2.5 feet at Saint Helens (45°12'N/122°48'W). The range becomes progressively smaller at higher stages of the river.



COLUMBIA RIVER TAB DIAGRAM
Columbia River main channel - Controlling depths for quarters include the adjacent widener/tillter when applicable.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey and U.S. Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected a average of 0.578' southward and 4.360' westward to agree with this chart.

37th Ed., Jun. / 11 ■ Corrected through NM Jun. 11/11
Corrected through LNM May 31/11

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CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

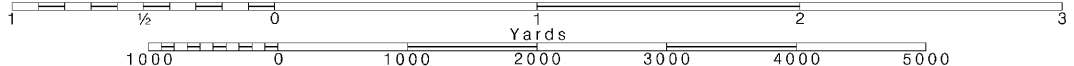
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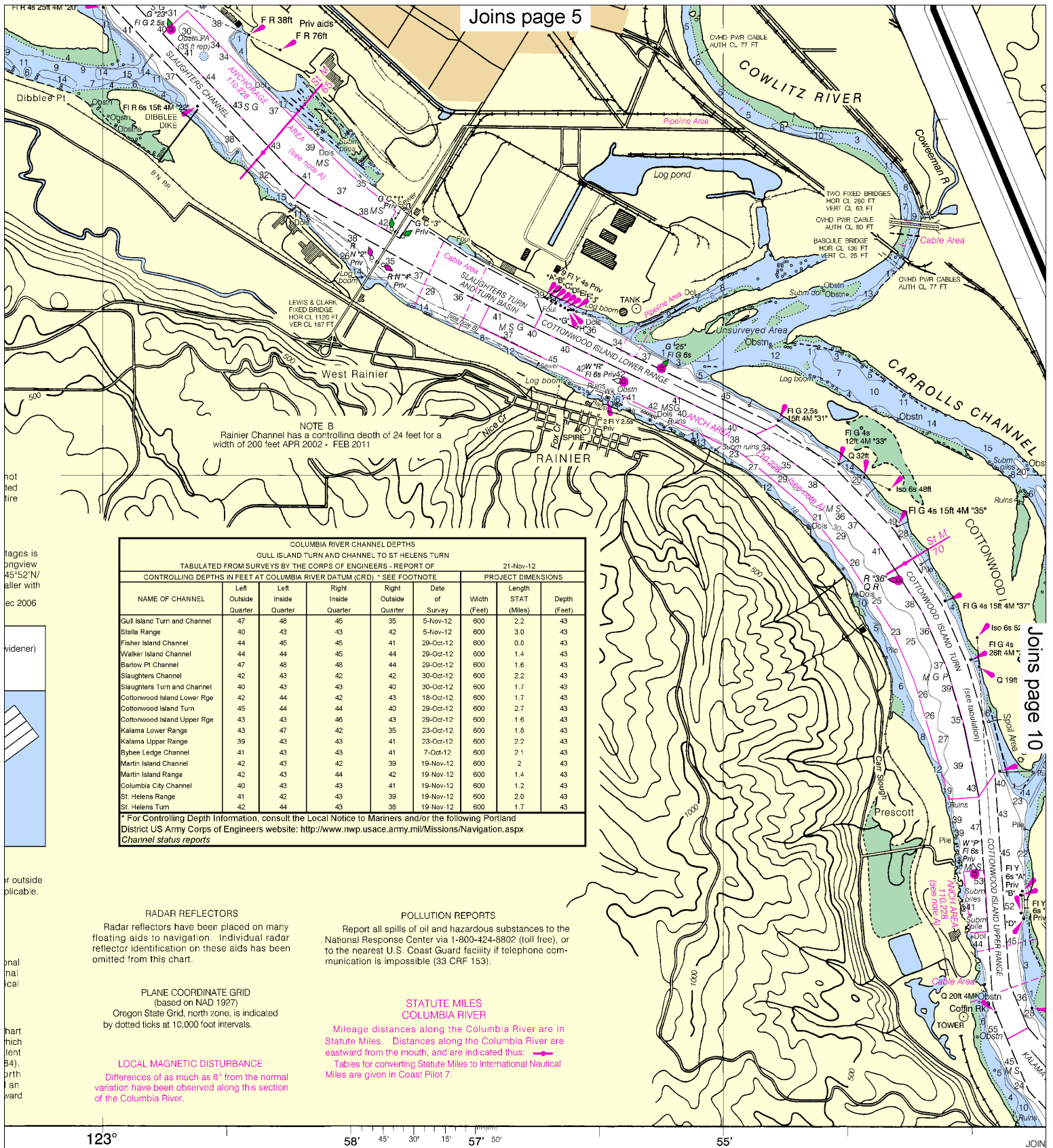
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





DEPTHS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

POLLUTION REPORTS

spills of oil and hazardous substances to the
onse Center via 1-800-424-8802 (toll free), or
U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 153).

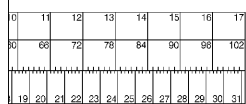
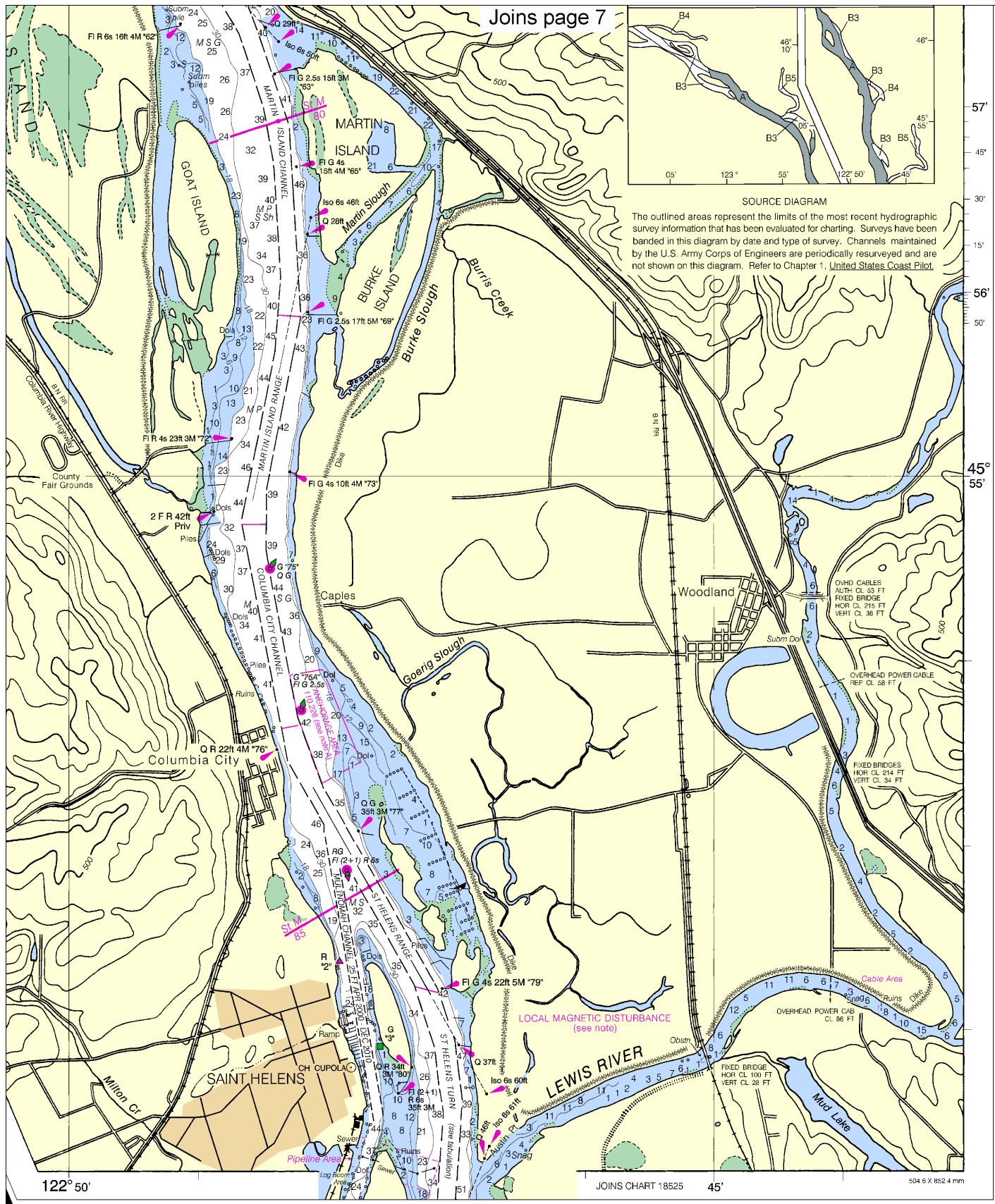
STATUTE MILES
COLUMBIA RIVER

Distances along the Columbia River are in
statute miles. Distances along the Columbia River are
indicated by the following: ————
Inverting Statute Miles to International Nautical
Miles in Coast Pilot 7.

5' 30' 15' 57' 50'

NATI

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS										



Columbia River, Crims Island to Saint Helens
SOUNDINGS IN FEET - SCALE 1:40,000

18524





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker